

Intimations.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a
Splendid Variety
of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.
Smart and Durable.

HOLLAND
and
DRILL

SKIRTS

Well Cut,
Newest Shapes,
from \$5 each.

MUSLIN BLOUSES

Smart, Dainty.
All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.

Latest Shapes,
from \$1.50 each.

LINEN BELTS

will wash splendidly—
can be laundered like
a linen collar.

Adjustable Clasps—
SPECIAL PRICE

\$1 each.

POWELL'S
Alexandra Buildings.

Hongkong, 11th August, 1906

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'ARQUILLAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for instruction in
COMMERCIAL ENGINEERING,
and SCIENCE SUBJECTS will be held at
QUEEN'S COLLEGE, commencing WED-
NESDAY, October 3rd.

Particulars and Prospectus may be obtained
on application to the undersigned or at the
Registrar General's Office.

W. H. WILLIAMS,
Organizing Secretary.

Hongkong, 16th August, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of

JAPANESE FINE ART CURIOS, TEA-
SETS, AND SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUN FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES.

Sole Agents for

JEROME'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 9th March, 1906.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES VEXUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made at the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(84.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 31st March, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close in
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906.

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"
Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

NO. 4, OLD BAILEY.
Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 8th August, 1906.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.
"HAYTOR," THE PEAK.
Immediate Possession.

OFFICES in KING'S BUILDING and
"YORK BUILDING."
GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE,
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 15th August, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

SHAMEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

For Sale.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.

SARDINES (Boneless).
Do. AU CITRON.

FISH PASTE FOR SANDWICH.
PURE DE FOIE GRAS Do

AND

Other Pic-nic size tins of PRESERVES,
FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and
CAKES.

CROSE and BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.

Hongkong, 21st July, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.50 per Bag
ex Factory.

SHAWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905.

A VISIT TO SABANG.

FACTS ABOUT A GROWING COALING
STATION.

[Continued from yesterday.]

Even a Thames barge can make Sabang without a pilot. Within a few feet of the shore there is deep water, and there is no bar. The average depth of both entrance and harbour is about 20 fathoms. A pilot is provided by the Company mentioned above, but his assistance is considered necessary by most skippers who have visited the station once. The entrance is about 2,400 ft. wide, and a Norwegian timber schooner, with her rudder jammed, ought to hit that. Sabang is just as easy to make at night as by day; a white light gleams out from the south-west side on Pulo Klas, and a red one from the opposite headland. There is a clear anchorage of 1,500 metres long by 500 metres broad, and the harbour will safely accommodate between twenty and thirty battleships without interfering with traffic. The bottom, being a combination of sand and coral, affords excellent anchorage. In addition to the harbour proper, hidden behind the island named Klas, on which the south-western light-house stands, is another anchorage, which may be gained by vessels not drawing more than 22 ft.—an ideal anchorage for torpedo craft.

Excepting the abundant military, the present and future of Pulo Wey seems to be in the hands of the Sabang Bay Harbour and Coal Company and very excellent hands they are too. The manager is known amongst the inhabitants as the "King of the Island," and in spite of getting through an amount of work that would kill the average European in a month, he is a genial personage whom every skipper likes. The Company are monopolists, and provide the exception to the rule that monopolists are brakes upon the wheel of progress. The Company employ many Europeans, who frequently work 10, 12 and 14 hours a day, and business is becoming so brisk that the manager is crying for more and still more men. The Company's settlement is a large one. They possess some 2,000 ft. of wharfage, the long line of coal sheds alone are lettered from A to Z, there are 25,000 sq. ft. of storage room, workshops and offices, hotel, bungalows, coolie lines, a hospital, an ice manufactory, and a signal station.

The huge electric transporters, standing high above the village of coal sheds, are the most striking feature of the Company's settlement. They are of a most modern pattern, admirably adapted for the rapid work required of them. The same may be said of the floating dock, workshop and slip. The first-named, which occupies a sheltered position behind Udjong Peripuan, is built for vessels of about 3,000 tons displacement and up to 360 ft. in length, and when docking they may draw up to 18 ft. The Company undertake all ordinary engineering repairs, and their charges for such work and for dock hire are the reverse of exorbitant. An American skipper was heard to exclaim, "Wal, I reckon that's the slippiest bit of coal bumping I've seen outside the States. Didn't charge me any dues, and bunkered me right up inside two hours. Guess I'm quitting calling Dutchmen slow after this." And such seems to be the opinion of most captains who have had occasion to replenish their stock of fuel at Sabang. The Company boast that they have established records in coaling, and that they possess "the only up-to-date equipment in the Far East."

Generally speaking, between 30,000 and 40,000 tons of coal are kept in stock at Sabang, and these are principally Welsh, Bengali, Japan, and Sumatran. The Company are favouring the Bengalese variety as giving better all round satisfaction to shipmasters. Only the best Japanese are used: The Netherlands Indian brands, though chiefly supplied to Government steamers and vessels of the coastwise trade, are by no means to be despised.

The Company have been able to attain their reputation for quick despatch by introducing the finest apparatus for the work yet invented. The four electrically-driven transporters, each weighing over a hundred tons, swing from shed to ship iron buckets containing 25 cwt. of coal each, and these giant feeders toil on both day and night. In addition to these machines, many hundreds of Chinese coolies and Port Said trimmers assist in bunkering. By day or night the Company can supply coals to a vessel at the rate of 100 tons an hour.

"Yes, if ever you English cut a canal through the Peninsula above Penang, as you were once talking of doing," said the manager in the course of an interview, "then Sabang will become one of the first coaling stations in the world."

"Doesn't it promise to grow into that now?" "I believe so. We are working hard enough for it, and the fact that ships can always rely upon an adequate stock here, that when calling for bunkers they are exempt from any charges whatever, must naturally go a long way to attract owners and masters to Sabang."

"The geographical position seems to be excellent?" "It is. Steamers for the Far East via the Cape and Sabang particularly advantageous. They save considerable time in coming this way instead of by the Straits of Sunda. During the South-West Monsoon, steamers leaving the Straits of Malacca can fill up their bunkers at Sabang, and take the southern route to Cape Guardafui, thus being enabled to continue their voyage to Aden or Perim direct, or, as the case may be, to Suez or Port Said. Sabang is also the nearest coaling port between the Burmese rice ports and Japan."

It may be added that as a transshipment harbour Sabang's chief advantages are in that its storage rent and transshipment charges are less than those of neighbouring ports, and that other than these tariffs there are no import or export dues, no formalities, and no harbour dues, or for pilotage or lighterage. There is a fortnightly mail direct to Europe of the fine line of the Steamers-Matthiaschappel "Neder-land," which takes in enormous cargoes of tobacco from Sabang; and almost daily communication with Penang, Singapore, Batavia, Dail, and the west coast of Sumatra—Sillas C. Penny in *The Syren* and *Shipping*.

Auction.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 7th day of September, 1906, at Noon, at their
Sales Rooms, 8, Des Vaux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY.
IN ONE LOT.

All that PIECE or PARCEL of GROUND
registered in the Land Office as KOWLOON
INLAND LOT No. 540 held for the residue of a
term of 75 years created by the Crown Lease
thereof dated 3rd October, 1888.

Annual Crown Rent \$565.00.
Area 123,231 sq. ft.

Particulars and conditions of sale may be
obtained from—

Messrs. EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or from the Auctioneers.

Hongkong, 23rd August, 1906.

Intimations.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

THE DIVIDEND declared for the half year
ending 30th June last, at the rate of
ONE POUND AND FIFTEEN SHILLINGS STER-
LING per Share of \$100, is Payable on and after
MONDAY, the 20th day of August, current,
at the Offices of the Corporation, where Share-
holders are requested to apply for Warrants.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 18th August, 1906.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 % per Share for
the six months ending 30th June, 1906,
declared at Monday's Ordinary Half Yearly
Meeting, will be payable at the premises of the
Hongkong and Shanghai Banking Corporation,
on and after TUESDAY, the 21st August, and
Shareholders are requested to apply for Dividend
Warrants at the Company's Office, Queen's
Building, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 20th August, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of SEVENTY-FIVE CENTS per Share,
payable to all Shareholders whose names were
on the register on that date.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 3rd August.

SHAWAN, TOMES & Co.,
General Managers.

Hongkong, 31st July, 1906.

SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of
the DOMESTIC CLEANLINESS and
VENTILATION BYE-LAWS (as amended),
every Domestic Building or part of such
Building within the EASTERN DIVISION of the
City of HONGKONG and the EASTERN DIVISION
of KAU-LUNG occupied by members of more
than one family must be Cleaned and Lime-
washed THROUGHOUT by the owner during
the months of July and August.

N.B.—The word "Throughout" used in this
notice means that the Houses should be Lime-
washed in respect of all the Walls of each
Room and Staircase, all Cubicle Partitions, Stair
Casings and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.

The Back Yard should have its containing
Walls Lime-washed up to the level of the first
floor.

Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed but must be Cleaned.

The Eastern Division of the City is bounded
on the West by Gilman Street and Peel Street.
Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tei service reservoir to the
northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of August, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 19th September, 1906.

Intimations.

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1923, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

RAILROAD HELP WANTED.

TELEGRAMS.

[Reuter's.]

The Rising in Cuba.

LONDON, 22nd August.

Gomez, the famous leader in the American war, has joined the rising in Cuba. The inhabitants of the country districts are flocking to Havana.

Later.

Another fight has occurred near Havana, in which the insurgents were repulsed. The leader Gomez has been arrested on his ranch.

The French Navy.

A French Parliamentary paper estimates the expenditure for 1907 on naval construction at £4,270,560, to include 10 battleships and 51 submarines.

Torpedo-boats will be replaced by destroyers.

Later.

The Valparaiso Earthquake.

The latest careful estimate places the death toll at certainly several thousands, and each day brings fresh news of towns and villages destroyed. Naval detachments are landing at Valparaiso, assisting to maintain order and to clear up the wreckage.

The British Consulate was destroyed and the Consul injured.

The "Dreadnought."

It is announced in Portsmouth that the *Dreadnought* will be ready for sea on the 1st September, three months before her time, making a world's record.

Bulgaria and Turkey.

Replying to the Turkish note complaining of the anti-Greek agitation, the Bulgarian Government says that the Porte is not entitled to interfere in the internal affairs of the Principality; that the Greek persecutions are merely the effect of the anti-Bulgarian atrocities in Macedonia, and that the Porte had better restore order in its own country.

THAT DISPUTED SIGNATURE.

PLAINTIFF NON-SUITED.

The much adjourned case in which Sudha Singh sued Ha Ha for recovery of the sum of \$30, alleged to be due on a promissory note, signed by the defendant in favour of plaintiff. Both parties were stated to be employed at the Sugar Refinery, as watchman and fitter, respectively.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

His Honour: Well, now, Mr. Gardiner, have you secured your witness? I don't think it is much good your going on.

Mr. Gardiner: I have not got the European but I have the No. 1 Fitter employed at the Sugar Refinery.

His Honour: Well, I'll hear him, but I don't see the use of it; your own witnesses contradicted each other about where the money was paid.

Mr. Gardiner: Well, I think there was some mistake there, my Lord, the m. n.

His Honour: Oh, no, there wasn't. The plaintiff said the money was paid, and the note signed in a shop opposite Jardine's Bazaar, then comes his own witness who says the transaction took place near the Wanchai Market. The men from the shop were not produced, and I sent both parties, with the bailiff, to go and find them, when they all said they did not know either of the parties, and know nothing about the transaction.

Mr. Gardiner: It was only a tea-shop, my Lord, and it is quite likely that the money could be paid and the note signed without any of the *fokis* in the shop noticing what was going on.

His Honour: Yes, that is quite possible; go on.

Mr. Gardiner: Well, I'll put this man in the box.

His Honour: You can if you like, of course; I'll hear him, but I have told you before I am not inclined to believe them.

Cheung Wai Tong said he was the No. 1 Fitter at the Sugar Refinery Company; he did not know Ah Hau—there was no man employed there as Ah Hau, there was Ah Po, or Chan Ah Po. Defendant was the man known as Ah Po.

His Honour: "Ah" is nothing, it has no meaning; it is a common affix to the first name. The man has admitted that his name is Chan Ah Po, though he is known as Ha Hau Witness (pointing to defendant): This Chan Ah Po, or Ha Ho.

His Honour: What do you know about this transaction?

Witness: I don't know anything at all.

His Honour: The plaintiff has no case and must be non-suited, with costs.

Defendant: My Lord, I want to be allowed to say something.

His Honour: Alright; what do you want to say?

Defendant: I want to bring an action against these people.

His Honour: You can do as you like about that; you do not require my permission, but I am afraid you will waste your money.

The late Hamburg-America liner *Allemanita*, a four-masted, steel steamer of 4,630 registered tonnage, has been disposed of to a Japanese firm through Messrs. Becker & Co., of Kobe, and delivered to her new owners at Bingo Dock, Itooshima. The *Allemanita* has been for many years on the Hamburg-New York run, carrying passengers and mails, and was built in 1893.

ALLEGED BRIBERY.

SANITARY INSPECTOR ON TRIAL.

"LEAVE THE COLONY AND SAVE ME TROUBLE."

The hearing of the case in which Francis Ward, a sanitary inspector, was charged with accepting bribes from one Chan Tsun, on divers dates, and attempting to obstruct the course of justice by threatening Chan Tsun not to appear before the Royal Commission to be examined, was continued before Mr. F. A. Hazeland, at the Police Court, this afternoon.

The Crown Solicitor, Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, prosecuted, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended, and Chief Detective Inspector Hanson watched the case for the police.

Continuing his evidence from the previous day's examination, Chan Tsun declared that on the 1st and 2nd July (he could not be sure) he was served with a subpoena to attend the Commission to give evidence. Between the date when his books were seized and the date when he was handed the subpoena witness saw the prisoner, in the District Sanitary Office, at Pokfulam. At that interview there were two Chinese clerks or interpreters present. Prisoner said: "Your books have been seized by the Government; the money you paid to me must have been entered in those books. This matter has passed through your hands only. Now, if you return to your country there will be no trouble. Now, do you promise me to do that? If you leave Hongkong I will look after your latrines."

Witness replied: "I don't know whether the entries are in the books or not. There is plenty of time for me to run away when the Government question me."

Chan Tsun was cross-examined by Mr. Grist. He said that on 24th December, 1905, he paid accused the sum of \$20, at the second house in Chater Street, first floor. When the money was handed over no one was present—the cook being in the kitchen and accused lying in bed. After that, and just before witness left the premises, the defendant called the cook. The only conversation witness had with the cook in the house was when accused told the cook to tell witness that he (defendant) was only remaining in that house for two days, as he was about to remove to No. 1, Chater Street, second floor. Witness did not know the name of the cook, but he thought that he could recognise him again. On 28th June witness went to the branch office at Pokfulam, at 9 a.m., and saw defendant and two Chinese interpreters. He remained there for about ten minutes.

Re-examined by Mr. Bowley, witness said that as he was leaving the branch office he saw the senior inspector of Nos. 9 and 10 districts. His name was Conolly. The senior inspector spoke to him.

Mr. Bowen-Rowlands, secretary to the Commission appointed by the Governor to inquire into the working of the Public Health and Buildings Ordinance, spoke as to the subpoena issued by him and served on Chan Tsun and Chan Pui ordering them to appear before the Commission for examination.

At this point Mr. Bowley said that as he had no other witnesses to call to-day he would ask for an adjournment.

Mr. Grist objected to an adjournment, whereupon Mr. Bowley said that when the examination of Chan Tsun was over he thought that some time would have been spent in cross-examination. Now he feared that cross-examination was reserved, and as his last witness—Chan Pui—was out of the Colony, he could not proceed with the case, and repeated his request for an adjournment.

The case was then adjourned until next Monday afternoon, at 2.15 o'clock.

THE "PERLIT" MARINDUQUE.

FOUND BY A JAPANESE STEAMER.

The vessel picked up off the Loochoo Islands, northeast of the Formosa coast, by the Japanese steamer *Hetan Maru*, and towed into the harbour of Miyako, has been identified beyond any reasonable doubt as the hulk *Marinduque*, belonging to a Chinese merchant named S. Policarpio who lives in Cavite, says the *Cablenews*. The *Marinduque*, it will be remembered, was being towed over to Hongkong by the steamer *Taming*, but broke apart and had to be abandoned, in the China sea last June. Evidently she drifted into the current flowing east and north between Formosa and Luzon—and was making for the Pacific when overtaken by the *Hetan Maru*. When the *Marinduque* was at Cavite preparing to get towed to Hongkong, the launch *Castellano* was lying near. Young Policarpio, the son of the owner of the *Marinduque*, went in swimming one day and while playing in the water, took two of the *Castellano*'s life buoys into the water and afterward on board of the *Marinduque* where they were left and later on the latter boat when she left Hongkong. These are the buoys that are mentioned in the letter of Ambassador Wright to Governor Ide, written from Tokio last month, and in which the name of the buoys is mislabeled *Outland*. The name of the *Marinduque* was on both sides of her bow and it is more than likely that the tow line had rubbed out some of the lettering and caused the remainder to look something like *Marinto*, the name reported at Tokio by the officers of the *Hetan Maru*. As of all the steamers wrecked since July, 1905, the *Marinduque* is the only one that could, by any possibility have been drifting around the China sea, there is little doubt of the accuracy of the identification. It is a queer coincidence that on the same day that a list of all the lost and missing Manila vessels over 100 tons was made by Mr. Callahan of the license division, for submission to the Harbor Master and was at the desk before that official, there walked into the office the Chinese merchant and his son that owned the *Marinduque* and possessed the only clue to the identity of the vessel, concerning which there has been so much conjecture.

AN ELOPEMENT IN CHINA.

STRANGE DISAPPEARANCE OF A WIFE.

A Chinese shopkeeper, carrying on business in the interior of China, related a story to Mr. H. H. J. Compertz, showing how his wife, without the least provocation, left his protection and came to Hongkong with another man. That man, Lam Chak Chun, alias Lam U, a coolie, was charged this morning with harbouring another man's wife. He said that he married his wife when he was 27 years of age—he was now 43 years old. His wife was then only 17 years of age. His marriage was legal, according to the laws of China. There certainly was a go-between, a marriage document—which was lost—and the usual wedding chairs and the firing of crackers. He said that he was an honest trader, his wife always had plenty of rice to eat, he never assaulted her, he was not a gambler or a robber, yet she ran away from his house. His Worship asked the witness to relate the circumstances under which his wife disappeared. He said that accused was a clansman of his, and a frequent visitor to his house. One day last year witness left the village to go to purchase goods for his shop. When he returned his wife had disappeared, not forgetting, however, to remove her boxes. He made inquiries of the neighbours and he was told that accused had taken her away. She left her three sons behind. Witness tracked her to Hongkong and invoked the aid of the police, and yesterday when he visited No. 9, Bowington Canal, he saw his wife sitting near a table rolling cigarettes. The accused was also there and was arrested.

Defendant denied harbouring the woman in the Colony. He was on friendly terms with her in the interior, but he never eloped with her. On the day he was alleged to have taken the woman away from her home defendant said he went to her house to look for her husband and then he learnt that the man had left the village and would not return until late that evening. He went into the house, had a cup of tea and a conversation with the shopkeeper's wife, then he borrowed 22 cents from her and came to Hongkong. The woman denied knowing or even coming to the Colony with the defendant.

His Worship said that it appeared to him defendant lived on what the woman made. She went out to work, while he remained at home and nursed the child. Accused was fined \$100, or in default three months' hard labour.

SOUTH MANCHURIA RAILWAY COMPANY.

DIVIDENDS AND SCOPE OF WORK.

SUB-COMMITTEE'S RECOMMENDATIONS.

The sub-committee recently appointed by the Promoting Committee of the South Manchuria Railway Company to consider the Articles of Association met on Monday evening, says the *Japan Chronicle* of 16th inst., and made several important amendments to the articles. The total amount of capital was originally fixed at \$20,000,000, half to be contributed by the Government, and half by the public, but the sub-committee amended this to the effect that the shares to be taken by the Government be ¥10,000,000, that ¥20,000,000 be raised by public subscription and the remainder by the issue of debentures.

Another amendment of the articles was made in reference to the amount payable to shareholders. The articles propose that out of the profits an amount equal to 6 per cent. be first paid to private shareholders, the balance interest provided for, and any surplus paid as a dividend on the stock held by the Japanese and Chinese Governments. Any surplus remaining after this division was to be equally divided among shareholders generally, Government and private. The sub-committee considered that under these provisions private shareholders had scarcely any chance of receiving more than 6 per cent., and amended the article as follows:—The profits of the company exceeding 6 per cent., the debenture interest should be deducted and the surplus equally divided among shareholders, Government and private.

The sub-committee struck out from the business to be undertaken by the company that of the sale of goods. It is contended that this being purely commercial business was unsuitable for a semi-Government company, that the risk of loss was considerable, and that such business would place the company in competition with Japanese merchants.

These amendments were communicated to General Terachi, Chairman of the Promoting Company, who stated that they were of him important a character for him to express an opinion. He would place them before a Cabinet Council before giving his reply.

On the following day a meeting of the Promoting Committee was held, when the recommendations of the sub-committee were considered. Baron Shibusawa, Chairman of the sub-committee, said the Government had agreed to all their amendments with the exception of that relating to the distribution of profits. General Terachi explained the views of the Government on the provisions in question and asked the meeting to approve them as proposed by the Government. The meeting, however, approved the amendments in substance, as set forth above.

The cost of necessary work in connection with the South Manchuria Railway is estimated by the Promoting Committee as follows:—

- 1.—Reconstruction or improvement of main or branch lines between Tairen and Changchun, and construction of rolling stock ¥28,000,000
- 2.—Improvements to Tairen harbour 5,000,000
- 3.—Working capital for Fuchun and Ventai Colliery 4,000,000
- 4.—Doubling of track between Tairen and Suchatan 9,600,000
- 5.—Cost of land and capital for warehousing business 8,000,000
- 6.—Capital for marine transport department 10,000,000
- 7.—Reconstruction of line between Mukden and Antung 22,000,000
- 8.—Reserve fund 13,000,000

This gives a total of ¥100,000,000, to be raised by the issue of shares or debentures. The amount estimated by the Government as capital for carrying on consignment business has been added by the Promoting Committee to the reserve fund. It is said that debentures to be issued are undertaken by financiers in England and America, Mr. Schiff having agreed to take up ¥50,000,000.

A Tokyo dispatch states that the share in South Manchuria Railway Company to be taken by the Chinese Government will be allotted by the Chinese Government, out of its share—¥100,000,000—and it is estimated that ¥100,000,000 will be allotted to the Chinese Government.

AMERICAN BOYCOTT IN CANTON.

REPRESENTATION BY THE U. S. CONSUL-GENERAL.

[From Our Own Correspondent.]

Canton, 24th August.

The American Consul-General of Canton has forwarded a despatch to Viceroy Shum asking him to find some means of suppressing the Boycott Association, which is doing a great deal to hinder American commerce. The Association has held several meetings, at which the members have assembled in large numbers at Hoi Toy Monastery. A special meeting of the Association was held on the anniversary of Fung Ha Wai, the boycott martyr.

CANTON WATERWORKS.

Following the announcement that a beginning with the construction of the Waterworks of Canton is about to be made the value of the shares of the company have already risen 100 per cent. It is evident that the general public thinks these shares a sound investment. It is said that the Shanghai Waterworks shares are now worth twenty-five times their original value and if the works at Canton are carried out systematically the shares of the local company may also reach that enhanced value.

DISORDERLY HONAM.

Honam, being without an organised police force, is not so peaceful and orderly as Canton is in ordinary circumstances. Now Viceroy Shum has granted the request of the residents of that suburb to establish police stations in different parts. A weiyuan has been sent to make all necessary arrangements and the Hoi Tong monastery has been selected as the site of the head police station. The enforcement of order in Honam will be pushed on without unnecessary delay.

ROBBERIES REPULSED.

On the night of the 30th day of the last moon, a number of robbers made a raid on the Ng Uk village in Nam Hoi district. The village people offered the robbers stout resistance, and the robbers were not successful in taking anything away; they killed one of the villagers. On the Nam Hoi Magistrate being informed of the occurrence, he sent a despatch to the district officials to make full inquiries into the matter.

THE COTTON YARN TRADE.

RETURNS FOR THE HALF-YEAR.

The total production of cotton yarn for the first six months of the year amounted to 474,000 bales, showing an increase of 22,000 bales as compared with the corresponding period of last year. By months the output and export were as follows:—

	Production.	Exported.
Bales.	Bales.	Bales.
January.....	72,591	15,738
February.....	78,238	12,630
March.....	80,394	23,313
April.....	82,352	21,305
May.....	81,783	26,983
June.....	79,760	23,371
	474,039	124,810

The output for the same period of 1905 was 452,362 and 138,746 bales respectively, which shows an increase for 1906 of 21,677 bales in output and a decrease of 13,926 bales in export. The following figures give the amount imported and the domestic consumption:—

	Imported.	Consumption.
Bales.	Bales.	Bales.
January.....	1,707	58,561
February.....	1,172	60,630
March.....	1,987	59,057
April.....	4,315	60,772
May.....	2,458	57,256
June.....	2,743	59,652
	11,462	361,628
Same period 1905.....	1,339	314,955
	10,123	46,673

The production of cotton yarn during the first half of this year reached, as expected, an unprecedentedly large figure, though it was showing a decline towards the end of the period under review. The amount of yarn imported showed an increment as against last year. Although the amount of domestic production and imported yarn increased, the export showed a diminution of 14,000 bales as compared with last year. This may be accounted for by the increase of the domestic demand, which this year was larger by 4,000 bales than last year. Supposing the output of yarn to continue during the second half of this year at the same rate as in the first the total will reach something like 950,000 bales, of which about 720,000 will be absorbed for domestic consumption. Although the export trade may suffer a more or less falling-off in the future there is likely to be no fear of over-production.

Mr. Nihuiya, a well-known cotton merchant, sees a promising future for the yarn industry. He says, according to the *Japan Chronicle*, that though some cotton spinners, taught by bitter experience after the Japan-China war, appear to apprehend the arrival of a reaction to the present prosperity their fears are unfounded. The remarkable advance that has taken place in recent years in the manufacture of various articles in which cotton yarn is used as material is the principal reason for the large increase in domestic consumption of yarn, and so long as yarn of good quality continues to be supplied cheap this tendency will grow. For this reason the spinners will not suffer from over-production in the future even though their present producing capacity is enlarged. Moreover, there is every reason to believe that the demand for Japanese yarn in Korea and China will materially increase in future. In fact, it is quite within the bounds of possibility that the present export may be augmented ten fold if the trade is judiciously fostered. Now is the best opportunity to try to increase the production of yarn by means of amalgamation amongst the spinners. At the same time the improvement of spinning machinery is advisable for 60 per cent. of what is now in use is obsolete.

KOWLOON-CANTON RAILWAY.

REPORTED ACCIDENT AT LION'S HEAD.

It was reported the other day that rapid progress was being made with the construction of the road-bed for the Kowloon-Canton railway. One of the most difficult sections of the railway from the engineering point of view is that through the Lion's Head Mountain. As mentioned on a previous occasion gangs of coolies are engaged digging trenches from which the diamond drills required to pierce the rock will be operated. At the Kowloon side of the mountain the ground is extremely soft, with the result that it has been found necessary to "shore" the sides of the trenches with heavy logs of timber. It is now reported that an accident occurred the other day while the coolies were engaged in placing the planks in position. No details are forthcoming, but it is rumoured that the sides of the principal trench directly under the mountain suddenly caved in and as a consequence a large quantity of rubble and earth fell into the trench. Whether any of the coolie labourers was injured is not stated. The work of placing beams in position to resist the pressure of the earth behind is considered the work of specially trained men as a rule, and it may be that the coolies inexperienced in judging the pressure of earth at the sides of a trench of any depth failed to take sufficient care that the sides were sufficiently "shored."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3 p.m.

Buyers:—Unions \$790, China Fires \$92, H.K. C. and M. Steamboats \$274, China and Manila \$22, Shell Transports 274, China Sugars \$148, Shanghai Docks Tls. 100, Hongkew Wharves \$245, Hongkong Hotels \$110, Cottons \$15, China Providents \$9.35, Tramways \$235, China Lights \$104, Watsons \$13.

Sellers:—Canton Insurances \$330, Shell Transports 274, Raubs \$7, Hongkong Docks \$142 ex div., Humphreys Estates \$14, West Points \$50, China Borneos \$12, Cements \$224, Electric \$15, Ices \$157, Rope

Sales:—National Banks \$47, Hongkong Fires \$325, Kowloon Wharves \$106, Hongkong Lands \$100, West Points \$54, Hongkong Hotels \$110, China Providents \$91, Dairy Farms \$17, Watsons \$13.

Nominal:—Hongkong Banks \$835 ex div., Hongkong Fires \$325, Douglas \$47, Powell's \$124, Langkats Tls. 240.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/11 1/16
Do. demand	2/11 1/16
Do. 4 months' sight	2/11 1/16
France—Bank T.T.	2/6 1/2
America—Bank T.T.	51 1/2
Germany—Bank T.T.	2/19
India T.T.	1/65
Do. demand	1/60 1/2
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	9 1/2 p.m.
Japan—Bank T.T.	104 1/2
Yokohama—Bank T.T.	129 1/2

Buying.

6 months' sight L/C.	2/24
6 months' sight L/C.	2/24
30 days' sight San Francisco & New York	52 1/2
1 months' sight do.	53 1/2
30 days' sight Sydney and Melbourne	2/22
4 months' sight France	2/24
6 months' sight L/C.	2/24
1 months' sight Germany	2/23 1/2
Bank of England rate	39 1/2
Switzerland	9 1/2

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, AUGUST 25TH, 1906.

DINNER.

HORS D'OEUVRES.

Macassar Fish and Olive Croquettes.

SOUP.

Mock Turtle.

FISH.

Stewed Fish and Oyster Sauce.

ENTREES.

Lamb Cutlets and Green Peas.

Jugged Hare and Red Currant Jelly.

Sweetbread Croquettes.

CURRY.

Vegetable.

JOINTS, &c.

Roast Ribs of Beef and Yorkshire Pudding.

Roast Capon and Bread Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Veal and Ham Pie and Cucumber Salad.

SWEETS.

Macaroni Pudding.

Ratafia Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee.

Fruit.

[864]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (SATURDAY), the 25th August, 1906, at 11 A.M. at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF PROVISIONS,

ALSO 30,000 EGYPTIAN CIGARETTES and 200 Boxes CIGARS;

AND

4 Large IRON SAFES (American, French and German makes).

TERMS:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, 24th August, 1906. [865]

Intimations.

THE ROBINSON PIANO CO., LD., ARE SHOWING

HIGHEST CLASS PIANOS,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"BELLEROPHON"	27th August.
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	13th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	20th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
"MARSEILLES, HAVRE & LIVERPOOL"	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
"GENOA, MARSEILLES & LPOOL"	"PELUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
"HAVRE, ROTTERDAM & LPOOL"	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	30th August.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
TIENSIN	"KWEICHOW"	15th August.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "
MANILA	"TEAN"	28th "
SHANGHAI	"SHAOSHING"	31st "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

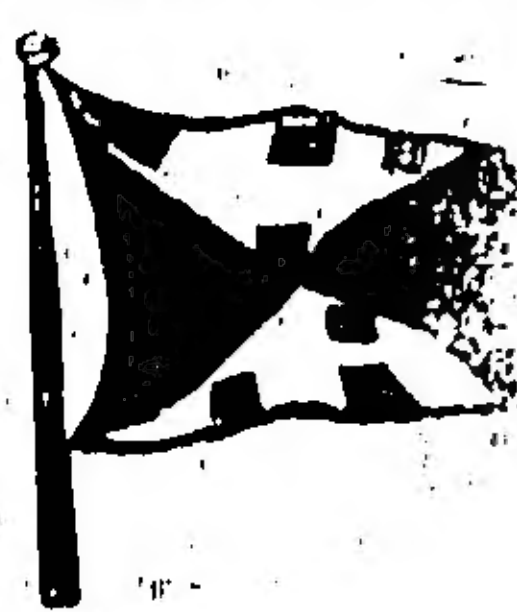
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept. at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	15th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TBIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUAN STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 21st July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN and HAMBURG	6th September.
Capt. Bahle	Via SINGAPORE, PENANG and COLOMBO	
HELVETIA	HAVRE and HAMBURG	10th September.
Capt. Neumann	Via SINGAPORE, PENANG and COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhren	Via SINGAPORE, PENANG and COLOMBO	
LIBERIA	HAVRE and HAMBURG	22nd September.
Kier	Via SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA	HAVRE and HAMBURG	2nd October.
Capt. Peter	Via SINGAPORE, PENANG and COLOMBO	
SEGOVIA	HAVRE, BREMEN and HAMBURG	16th October.
Capt. Schoenfeldt	Via SINGAPORE, PENANG and COLOMBO	
HABSBURG	NAPLES, HAVRE and HAMBURG	30th October.
Capt. Filler	Via SINGAPORE, PENANG and COLOMBO	
BRISGAVIA	HAVRE and HAMBURG	13th November.
SITHONIA	Via SINGAPORE, PENANG and COLOMBO	
Brehmer	HAVRE and HAMBURG	27th November.
RHENANIA	Via SINGAPORE, PENANG and COLOMBO	
von Hoff	HAVRE and HAMBURG	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Wardermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	TO SAIL
DAPHNE	NAGASAKI AND VLADIVOSTOCK
KOWLOON	SHANGHAI AND CHINKIANG

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 24th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 25th August, 4 P.M.
TIENSIN	"CHEONGSHING"	WEDNESDAY, 29th August, 4 P.M.
SHANGHAI	"CHOYSANG"	THURSDAY, 30th August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 31st August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	August 29th, at Noon.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.
"ARABIA"	4,483	Meisner	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
Outer States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

For Freight or Passage, apply to

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE STEAMSHIP

"FOXLEY."

Captain Smith, will be despatched for the
above Ports, on or about the 4th September.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
AND IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE STEAMSHIP

"GLENFARG," 4,000 tons.

will be despatched as above, on TUESDAY,
the 11th September, at Noon.

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamers have splendid Accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.

For further information, apply to

K. MATSUDA,
Manager,
Yokohama Building.

Hongkong, 24th August, 1906.

Shipping—Steamers.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENVOLICH,"
Captain McIntosh, will be despatched as
above, on or about 24th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th August, 1906.

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND
SAN FRANCISCO.

THE Steamship

"TONAWANDA"
will be despatched for the above Ports, TO-
MORROW, the 25th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th August, 1906.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain W. D. A. Thomas, will be despatched
for the above Ports, on TUESDAY, the 28th
instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 22nd August, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH."

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 29th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 6th
proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd August, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, ANTWERP, & PORTS.

THE Steamship

"GLENLOGAN"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 27th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognized, if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 20th August, 1906.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "YEDDO."

FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
all Goods are hereby landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th August, at 3 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th August, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
17th August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 18th August, 1906.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., s.s. *China, Persia*
and *Himalaya*.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, s.s. *B.I.S.N.* and *B. & P. S. N. Co.'s* Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

Shipping.

Arrivals.

Cyclops, Br. s.s., 5774, J. Polford, 23rd Aug.—Glasgow via Liverpool and Singapore. 18th Aug. Gen.—B. & S.

Joshua Maru, Jap. s.s., 702, H. Ohta, 23rd Aug.—Tamsui via Amoy and Swatow. 22nd Aug. Gen.—O. S. K.

Takosun Maru, Jap. s.s., 2,881, J. Narasaki, 23rd Aug.—Kuchino via 18th Aug. Coal.—M. B. K.

Progress, Ger. s.s., 68, H. Pihren, 23rd Aug.—Kwang-chow-wan 14th Aug. Gen.—S. & Co.

Lydia, Ger. s.s., 2,700, C. Meyer, 23rd Aug.—Saigon 19th Aug. Gen.—S. & Co.

Prometheus, Nor. s.s., 1,023, O. Kornelissen, 23rd Aug.—Bangkok 17th Aug. Rice.—N. Y. K.

Minnesota, Am. s.s., 12,123, J. H. Rinder, 24th Aug.—Seattle 15th Aug. Gen.—N. Y. K.

Teon, Br. s.s., 1,346, Somerville, 24th Aug.—Manila 21st Aug. Gen.—B. & S.

Quarta, Ger. s.s., 1,825, H. M. den, 24th Aug.—Sourabaya 12th Aug. Gen.—S. W. & Co.

Kwalech, Br. s.s., 1,215, G. Hooker, 24th Aug.—Canton 23rd Aug. Gen.—B. & S.

Haimun, Br. s.s., 636, A. J. Robson, 24th Aug.—Fochow 21st Aug. Amoy 22nd, and Swatow 23rd. Gen.—D. L. & Co.

Araponia, Ger. s.s., 1,098, I. R. R. 24th Aug.—Portland, Or. 24th July. Gen.—P. & A. S. S. Co.

Apénade, Ger. s.s., 611, H. N. Goutard, 24th Aug.—Hohow 23rd Aug. Gen.—J. & Co.

Benzoich, s.s., 1,602, Macintosh, 24th Aug.—Mojito 10th Aug. Gen.—G. L. & Co.

Clearances at the Harbour Office.

Laertes, for Saigon.

Lydia, for Shanghai.

Progress, for Kwang-chow-wan.

Dalhi, for Singapore.

Queen Alexandra, for Sourabaya.

Departures.

Aug. 24.

Chowja, for Hohow.

Laertes, for Saigon.

Queen Alexandra, for Sourabaya.

Kwalech, for Canton.

Fochow, for Swatow.

Kochichang, for Bangkok.

Passengers arrived.

Per *Joshua Maru*, from Coast Ports—150 Chinese.

Per *Alman*, from Coast Ports—Mr. Nichols, and 128 Chinese.

Per *Teon*, from Manila—Mr. H. Gordon, Miss D. Grant, Messrs. B. Garrett, C. W. Barry, F. J. Cody, M. P. Fox, F. Cordero and P. Cordero.

Per *Minnesota*, from Seattle, &c.—Mr. Mary B. Adams, Mrs. Mary E. Adams, Mr. J. A. Min and servant, Mr. and Mrs. S. G. Andrus, Mr. V. S. Andrus, Mrs. K. T. Ashton, Mr. and Mrs. M. Bieler, B. H. Blissett, Mr. and Mrs. J. F. Connolly, Mr. and Mrs. C. L. Corham, Messrs. G. E. Geer, Leo Goodkind, Mr. and Mrs. W. L. Gracey, Rev. and Mrs. C. F. Hartzell and child, Rev. and Mrs. O. Huddleston, Mrs. L. E. Jacks, Mr. W. R. McGeehan, Mr. and Mrs. J. L. McLaughlin and 2 children, Messrs. R. Mannheim, Rev. and Mrs. E. A. Mayor, Mr. A. R. Scott, Mr. C. F. Scott, Mrs. Nellie Rehrer, Mrs. W. E. Thompson, Mr. W. E. H. Todd, Mrs. S. L. Thompson, Mr. W. E. Wichmann, Mrs. E. McVahan, Mr. T. E. Moulton, Miss E. M. Mott, and Mr. J. Muskett.

Vessels in Port.

Amoy, Ger. s.s., 613, H. Branbeck, 18th Aug.—Amoy 17th Aug. Ballast.—S. W. & Co.

Binh Thuan, Fr. s.s., 98, G. Roule, 22nd Aug.—Bangkok 14th Aug. Rice.—A. K. & Co.

Calio, Nor. s.s., 1,381, J. J. Larsen, 17th Aug.—Samarang 7th Aug. Sugar.—Aagaard, Thoresen & Co.

Catherine Apar, Br. s.s., 1,730, W. D. A. Thomas, 21st Aug.—Calcutta via Penang and Singapore 16th Aug. Gen.—D. S. & Co.

Chiyeun, Ch. s.s., 1,177, C. Stewart, 23rd Aug.—Canton 22nd Aug. Gen.—C. M. S. N. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July.—San Francisco 17th June, Yokohama 13th July, Kobe 15th and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.

Delhi, Br. s.s., 4,283, L. D. Andrews, R.N.R., 23rd Aug.—Shanghai 21st Aug. Mails and Gen.—P. & O. S. N. Co.

Elizabeth Rickmers, Ger. s.s., 997, W. Böttcher, 22nd Aug.—Bangkok 13th Aug. Rice.—B. & S.

Emma Lyken, Ger. s.s., 1,159, G. Gorman, 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug. Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 19th Aug.—Singapore 12th Aug. Timber.—Order.

Germania, Ger. s.s., 1,000, H. Flügel, 15th Aug.—Sydney 28th June, Copra.—S. & Co.

Glenfarg, Br. s.s., 2,350, H. W. L. Holman, 21st Aug.—Iquique and Callao 28th June, Gen.—T. K. K.

Glenhurst, Br. s.s., 1,025, Webster, 14th Aug.—Shanghai 11th Aug. Gen.—McG. Bros. & Co.

Hongkong, Fr. s.s., 739, A. Suzzoni, 23rd Aug.—Haiphong and Hohow 22nd Aug. Gen.—A. R. M.

John Hardie, Br. s.s., 2,418, D. S. McMillan, 23rd Aug.—Amoy 22nd Aug. Gen.—S. T. & Co.

Kowloon, Ger. s.s., 2,326, H. Stehr, 16th Aug.—Mojito 10th Aug. Gen.—H. A. L.

Loongang, Br. s.s., 1,092, A. G. Smith, 20th Aug.—Anila 17th Aug. Gen.—J. M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzine, 17th Aug.—Hohow 12th Aug. Sugar and Wood.—S. W. & Co.

Mongolia, Am. s.s., 8,750, W. P. S. Porter, 18th Aug.—San Francisco 20th July, Yokohama 7th Aug, Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Nell MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co.

Paklat, Ger. s.s., 1,018, H. Demes, 13rd Aug.—Bangkok 16th Aug. Rice and Wood.—B. & S.

Peik, Nor. s.s., 745, J. Lorentzen, 13rd Aug.—Hohow 8th Aug. Sugar and Sopan Wood.—Aagaard, Thoresen & Co.

Petchaburi, Ger. s.s., 1,173, G. Gundersen, 17th Aug.—Swatow 16th Aug. Rice and Timber.—M. & Co.

Petrarch, Ger. s.s., 1,252, R. Halje, 12th July.—Saigon 7th June, Gen.—S. W. & Co.

Phraang, Ger. s.s., 1,021, F. Schultz, 24th Aug.—Swatow 19th Aug. Lumber and Rice.—M. & Co.

Phuyen, Fr. s.s., 2,466, Ducrois, 18th Aug.—Saigon 14th Aug. Gen.—B. & Co.

Prominent, Nor. s.s., 746, J. Christiansen, 22nd Aug.—Chinkiang 18th Aug. Gen.—Order.

Protea, Nor. s.s., 1,021, N. C. Krabbe, 21st Aug.—Bangkok 13th Aug. and Swatow 20th, Rice.—N. Y. K.

Signal, Ger. s.s., 900, Schlaikier, 21st Aug.—Saigon 17th Aug. Rice.—J. & Co.

Sungkiang, Br. s.s., 987, J. Robinson, 16th Aug.—Cebu and Iloilo 11th Aug. Sugar.—B. & S.

Taishan, Br. s.s., 1,100, I. T. Laing, 24th June.—Shanghai via Ports 24th June, Gen.—B. & Co.

Tonawanda, Br. s.s., 2,376, H. D. Clarke, 16th Aug.—Canton 15th Aug. Ballast.—S. O. Co.

Totomaru, Jap. s.s., 2,411, A. Kiehl, 30th July.—Shanghai 26th July. Gen.—Y. K.

Wahora, Br. s.s., 1,167, H. Lyons, 10th Aug.—Penang 3rd Aug. Ballast.—J. & Co.

Zafiro, Br. s.s., 1,629, R. Kedgey, 20th Aug.—Manila 17th Aug. Hemp and Sugar.—S. T. & Co.

Zingara, Br. s.s., 2,468, T. C. W. Thompson, R.N.R., 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaur, 15th June.—Manila 12th June, Ballast.—Barretto & Co.

Steamers Expected.

Vessel	From	Agents	Due
Kawachi Maru	Singapore	N. Y. K.	Aug. 25
Kagashima Maru	Shanghai	N. Y. K.	Aug. 25
Yamanashi Maru	Kobe	N. Y. K.	Aug. 25
Namang	Singapore	M. & Co.	Aug. 26
Senegambia	Singapore	H. A. L.	Aug. 26
Nippon Maru	Shanghai	H. A. L.	Aug. 26
Prins Heinrich	Colon	M. & Co.	Aug. 27
P. F. Friedrich	Kobe	V. & Co.	Aug. 27
Nippon Maru	Shanghai	N. Y. K.	Aug. 28
Athenian	Shanghai	C. P. R. Co.	Aug. 28
Austrian	Sydney	L. & Co.	Aug. 31
Changsha	Thursday	B. & S.	Sept. 1
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 1
Doric	Japan	O. & O. Co.	Sept. 4
Montclair	Vancouver	C. P. R. Co.	Sept. 11

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

At Kowloon Dock.

Zafiro, 20th August.

Loyal, 20th August.

Glenfarg, 20th August.

Shanghai, 20th August.

Fido, 20th August.

Yoonong and Paoting, 20th August.

Shansi, 20th August.

Kiukiang, 20th August.

Ships Passed the Canal.

18th July—*Charles Tiberghien*, *Preussen*, *Slavonia*, *Tamba Maru*, *Ayedo*, *Suttonhall*, *20th July—Deucalion*, *Konangit*, *Saturna*, *Socotra*, *Lideria*, 20th July—*Antenor*, 25th July—*Arcadia*, *Dencluch*, *Oceanien*, *Tristia*, *Rhipus*, *Sachsen*, 27th July—*Hyson*, *Inaba Maru*, *Palawan*, *Polynesia*, 1st August—*Andalusia*, *Remmoke*, *Idomeneus*, *Loos*, *Zieten*, *Sangambila*, *Shinko Maru*, 3rd August—*Balzeroph*, *Kintuck*, *Kawachi Maru*, 8th August—*Bengal*, *Brämar*, *Dunghishire*, *Manila*, *Prins Heinrich*, *Roon*, *Suezia*, *Tourane*, 11th August—*Ajax*, *Machon*, *Salaste*, *Avia Maru*, *Seydlitz*, *Tenkoi*, *Acilia*, *Cambodia*, 14th August—*Benlomond*, *Keanbar*, *Peshawar*, *Sagovia*, *Kamakura Maru*, *Rhenania*, 18th August—*Agamemnon*, *Benlauer*, *Myone*, *Poon*, *Prometheus*, *Tonkin*, 21st August—*Glenary*, *Japan*, *Nippon*.

Arrivals at Home—18th July—*Aker*, *Vandalla*, *C. Ford Laus*, 20th July—*Stithonia*, *Jaion*, 25th July—*Benader*, *Benuvua*, *Flintshire*, *Sinea*, *Tamba Maru*, 26th July—*Palermo*, 27th July—*Arcadia*, *Oceanien*, 1st August—*C. Ford Laus*, *Tristia*, 2nd August—*Deucalion*, *Preussen*, 8th August—*Charles Tiberghien*, *Zieten*, *Inaba Maru*, 11th August—*Tourane*, 10th August—*Palawan*, 14th August—*Hyson*, *Roon*, 18th August—*Benmohr*, *Idomeneus*, *Saturna*, 21st August—*Ajax*, *Andalusia*, *Kamakura Maru*.

Post Office.

A Mail will close for—

Shanghai—Per *Cyclops*, 25th Aug., 10 A.M.

Hohow and Haiphong—Per *Hongkong*, 25th Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Dalhi*, 25th Aug., 11 A.M.

Macao—Per *Hongkong*, 25th Aug., 12.45 P.M.

Swatow and Bangkok—Per *Protea*, 25th Aug., 2 P.M.

Swatow, Chefoo and Tientsin—Per *Kwalech*, 25th Aug., 3 P.M.

Manila—Per *Loongang*, 25th Aug., 3 P.M.

Mojito, Kobe, Yokohama and San Francisco—Per *Tonawanda*, 25th Aug., 4 P.M.

Singapore—Per *John Hardie*, 25th Aug., 4 P.M.

Swatow, Amoy and Fochow—Per *Haimun*, 25th Aug., 5 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooatown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Telmar*, 27th Aug., 5 P.M.

Singapore, Penang and Calcutta—Per *Catherina Apcar*, 28th Aug., 10 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 28th Aug., 11 A.M.

Manila—Per *Teon*, 28th Aug., 3 P.M.

Kobe, Yokohama and Portland, Or.—Per *Aragonia*, 29th Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per *P. E. Friedrich*, 29th Aug., 11 A.M.

Tientsin—Per *Chingking*, 29th Aug., 3 P.M.

Shanghai—Per *Chingking*, 30th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 30th Aug., 3 P.M.

Shanghai—Per *Shachang*, 31st Aug., 3 P.M.

Manila—Per *Yuenan*, 31st Aug., 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 1st Sept., 11 A.M.

Manila—Per *Zafiro*, 1st Sept., 11 A.M.

Europe, &c., India, via Tuticorin—Per *Caledonia*, 4th Sept., 11 A.M.

Singapore, Penang and Colombo—Per *Hakata Maru*, 4th Sept., 5 P.M.

Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Albatross*, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 7th Sept., 11 A.M.

Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Nikko Maru*, 7th Sept., 11 A.M.

Manila—Per *Rubi*, 8th Sept., 11 A.M.

Manila, Simsbach, Fr. Wilhelmshafen, Herberthshof, Matupi, Brisbane, Sydney and Melbourne—Per *Prins Waldemar*, 18th Sept., 11 A.M.

Found on the counter of the Registration Branch a purse. Owner can have the same by proving contents.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under—

Park View—9.25 a.m., 11.25 a.m., 1.25 p.m., 2.25 p.m. on week-days and 9.25 a.m. on Sundays.

Ladder St.—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road—8.50 a.m., 10.50 a.m., 12.50 p.m., 2.50 p.m. on week-days and 8.50 a.m. on Sundays.

No. 2 Police Station—8 a.m., 11 a.m., 2 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

HONGKONG.

Adams, P. R. Healey, Dr. and Mrs. C. M.

Anderson, Mrs. Y. C. M.

Arnold, J. H. Murray

Baker, A. S. Humphreys, W. M.

Battiscombe, H. G. Hunter, R.

Beattie, R. H. Innes, Capt. R.

Bel, R. M. Engr. Lieut. Jameson, Mr. and Mrs. H. F.

Biervelt, A. Van (Vice-Consul for Belgium)

Birs, Capt. R. A. Legent, Mrs. F. B.

Blaney, S. Levis, R. B.

Bissell, W. S. Logan, W.

Brewer, H. Marriott, Dr. O.

Brighton, F. G. McDonagh, W. J.

Campbell, L. F. McGregor, Mr. and Mrs. A. P.

Chichester, D. A. A. G. Moore, Dr. and Mrs. B. O. Major A. W. B. A.

Chichester, Mrs. A. A. Moreno, A. (Consul Clark, M. O. General of Panama)

Clark, T. Newborn, Mr. and Mrs. R. H.

Clarke, Mr. and Mrs. O'Brien, F.

Cleat, C. A. O'Neill, Mrs. G.

Colvin, H. E. Facker, B. L.

Connolly, Mr. and Mrs. F. J. F.

Conitor, J. L. Peake, W.

Cruickshank, A. Perkins, Mr. and Mrs. T. L.

Davies, F. O. T. L.

Donald, Mr. and Mrs. Powell, W. A.

W. H. Preshaw, C. M.

Doyle, F. H. Reid, H. I.

Doyle, Capt. and Mrs. J. Roach, Mrs. J. S. and child

Dowley, Mr. and Mrs. R. K.

W. A. Rukdel, Miss E. Shepherd, Mr. and Mrs. E. Bruce

Downing, T. C. Skinn, A.

Dunlop, G. A. Spittles, J. S.

Einstmann, W. Stebbing, W. T.

Farmer, H. G. Stephens, H.

Fisher, H. G. Stevens, Rev. A. J.

Fox, Marshall P. Franklin, C. B.

Franklin, C. B. Thomas, H. P.

Frost, B. L. Thompson, Mr. and Mrs. J. Fuller, Stuart J. Uffel, W. Von.

Gibson, A. Pescadores, C. H. Unbehaun, C. H.

Haga, B. Wihart, J. G.

Hall, Capt. T. Wood, G. B.

Harker, B. Brotherton Wright, Mr. and Mrs. T.

CRAIGSDOWN.

Adams, M. and Mrs. F. Nicholls, E. A.

R. J. Barnett, H. J. O. Pearce, Mrs. and Miss Smith, E. Grant

Brown, C. A. Grant

Caldwell, Mr. and Mrs. G. A.

Davenport, Mrs. Smith, Percy

Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. Jameson, P. S. Motague

McPherson, J. L. Young, J. A.

Allara, C. Nielsen, L.

Floiger, H. Owen, O. E.

Foy, Miss M. Reutter, R.

Key, Dr. Fred. Romano, D.

Krill, J. Scott, Miss H.

Mangaladoff, Capt. Scott, Mrs. J.

Murphy, Miss A. Thompson, J. W.

KING EDWARD.

Almond, Capt. and Mrs. Jackson, Mrs. and child Russell

Andrus, Mr. and Mrs. Legume, Vice-Consul S. G.

Andrus, Master V. S. McKay, T. D.

Barnes, Mrs. W. H. S. Moses, E. J.

Colahan, Mr. Moulder, Mr. and Mrs. Cunningham, Mr. and A. E.

Delaney, L. T. Muir, Frank

Dobbin, Mrs. Max. Peacock, Miss Annie

Duley, F. Pearce, Dr. W. W.

Gracey, Mr. and Mrs. Story, G. F.

W. L. Todd, Mr. and Mrs. Jack, Mrs. C. M. John Howard

CARLTON.

Anderson, R. J. Harrison, S. L.

Anderson, R. A. Capt. Jackson, W.

Bas, A. Le. Laing, A. H.

Blanco, A. E. Lloyd, G.

Boyce, Wm. B. Martin, W. F.

Brubh, Percy. McInnes, Mr.

Farwell, Mr. and Mrs. McInnes, Capt. and Mrs. G.

J. R. Pearson, R. W.

Ferry, W. Stephens, Miss H.

Fey, Mrs. E. Stevenson, R.

Gains, Miss M.

PEAK.

Anderson, Miss Knight, C. C.

Austin, F. Kistowski, Mr. and Mrs. F. von

Borge, Mr. and Mrs. F. von

Bradley, Dr. and Mrs. N. Kologovsky, Consul & Bawlin, Hon. and Mrs. Mrs.

Burns, Mr. and Mrs. Lang, A. O.

Carruthers, E. S. Lawrie, Mr. and Mrs. Lead, Mr.

Clegg, Engr. Lieut. L. Lee, Mr.

H. J. Leiser, Mr. and Mrs. Longridge, Rev. and Mrs. M.

Clother, A. N. Macfarlane, Dr. H.

Clother, Mr. and Mrs. Marney, V. E.

H. W. Martin, O. B. H.

Cobden, A. S. Martin, R.

Campbell, A. E. Martin, R.

Darling, Col. Mitchell, Mrs.

Dutton, Mr. Mitchell, Mrs.

Ellis, Mr. and Mrs. Moxon, Mr. and Mrs. H.

Fegner, T. H. Nelson, Mrs.

Gale, Capt. J. R. Rogers, C.

Galloway, A. D. Sawyer, Mrs. W. E.

Gelsthorpe, Mr. Searle, Rev. G.

Goodwin, A. P. Seggie, T.

Graham, Mr. and Mrs. Seymour, Col. and Mrs. Skerridge, Mr. and Mrs. Sinclair, A.

Gregory, A. Skellern, Mr. and Mrs. A. B.

Harding, Mr. and Mrs. Truman, Mr. and Mrs. R. W.

R. A. Vaughan, Les. Capt. and Mrs.

Harker, B. B. Haxland, F. A.

Hewitt, A. H. Hockaday, W. T.

Hockaday, W. T. Watson, Mr. and Mrs. M.

Jeffries, H. U. Watson, Mr. and Mrs. M.

Johnson, L. A. M. Weissmann, Mr. and Mrs. C.

Joseph, Mr. and Mrs. Whyte, J. F. M.

E. S. Wilford, F. C.

Josling, Lt. Col.

CHINA COAST METEOROLOGICAL REGISTER.

August 23rd, 1906, a.m.

Vessel	Bar	Th. Hu.	Wind	Wt.
Vladivostok	7 a.m.	—	—	—
Nemuro	6 a.m.	30.01	—	—
Hakodate	6 a.m.	30.01	N	3
Tokyo	6 a.m.	29.95	S	2
Kobe	6 a.m.	29.95	SW	2
Kagoshima	6 a.m.	29.92	—	—
Oshima	6 a.m.	29.89	—	—
Naha	6 a.m.	29.85	—	—
Ishigakijima	6 a.m.	29.86	N	2
Chefoo	6 a.m.	29.85	SE	1
Weihow	6 a.m.	29.85	SE	1
Hankow	6 a.m.	29.76	95	N
Kinkiang	6 a.m.	29.78	95	N
Shanghai	6 a.m.	29.85	75	W
Guttsi	6 a.m.	29.85	75	W
Sharp Peak	6 a.m.	29.85	81	N
Amoy	6 a.m.	29.78	82	W
Swatow	6 a.m.	29.78	82	W
Taihou	6 a.m.	29.84	—	—
Tainan	6 a.m.	29.85	—	—
Koshun	6 a.m.	29.78	—	—
Panodora	6 a.m.	29.85	—	—
Canton	6 a.m.	29.85	73	W
Hongkong	6 a.m.	29.85	87	WSW
Victoria Peak	6 a.m.	29.86	—	—
Cap Rock	6 a.m.	29.86	—	—
Macao	6 a.m.	29.86	89	SE
Hohow	6 a.m.	29.86	—	—
Pakhoi	6 a.m.	29.86	—	—
Phulien	6 a.m.	29.86	—	—
Tourane	6 a.m.	29.86	—	—
Legaspi	6 a.m.	29.86	86	71
Bacolod	6 a.m.	29.86	—	—
Iloilo	6 a.m.	29.86	—	—
Cebu	6 a.m.	29.86	—	—
Labuan	6 a.m.	29.86	—	—

August 24th, 1906, a.m.

Vessel	Bar	Th. Hu.	Wind	Wt.
Vladivostok	7 a.m.	—	—	—
Nemuro	6 a.m.	30.01	—	—
Hakodate	6 a.m.	29.97	N	4
Tokyo	6 a.m.	29.87	N	

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI," Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 25th August, at Noon, taking Passengers and Cargo for the route Ports in connection with the Company's S.S. Victoria, 6,512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for F.R.A. and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and Livorno; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay will be conveyed from Colombo to Bombay per S.S. Maragon.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 24th August, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN"

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 4th September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. POLYNESIEN18th September.

S.S. SALAZIE2nd October.

S.S. OCEANIE16th October.

G. DE CHAMPEAUX, Agent, Hongkong, 22nd August, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Platades	3,753	E.G. Purinton	15th Sept.
Lyra	4,417	G. V. Williams	25th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. W. Garlick	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE; ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents, Queen's Buildings, Hongkong, 22nd August, 1906.

12

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

[Steamship] About [ATHOLL] 8th September. [ERROLL] To follow.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agent, Hongkong, 17th August, 1906.

10

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

11

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOKOSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

ACHEE & CO. ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

EASTMAN'S

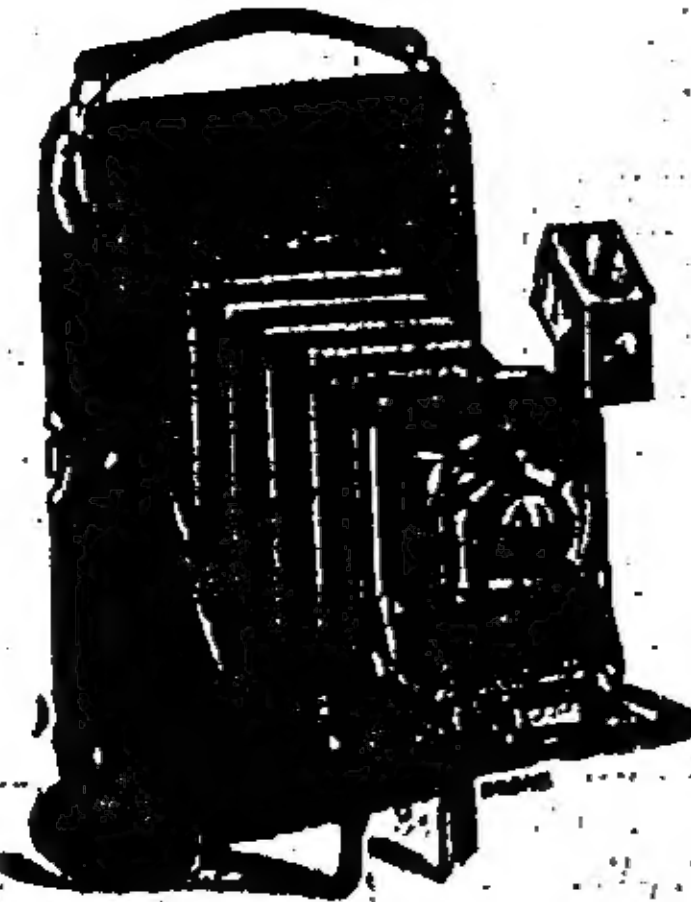
REQUISITES.

KODAKS, FILMS,

&c., &c., &c.

AND

ACCESSORIES.



AMATEUR WORK—Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE:	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$115	{ £1,000,000 \$10,250,000 \$2,000,000 \$12,250,000 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$835 ex div. London 104.10/- \$47 sales
National Bank of China, Limited	99,925	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$47 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$31,131 \$1,153,844 \$509,779 \$800,000 \$161,78 \$15,527	\$2,742,271	Interim div. of \$30 for 1905	4 1/2 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$10,000 \$1,100,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$10,000 \$1,100,000	\$344,038	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$120,000 \$12,000 \$1,320,000	\$422,618	\$25 for 1904	7 1/2 %	\$322 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$204,638 \$18,141	\$6,363	\$1 1/2 for 1905	7 %	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$50,000 \$5,000 \$550,000	Nil.	\$3 1/2 for year ended 30.11.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$11	{ \$1,200,000 \$120,000 \$12,000 \$1,320,000	\$5,464	\$1 1/2 for 1st half-year 1906	7 1/2 %	\$27 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £180,000 £18,000 £1,800 £199,800	£2,412	10/- @ ex. 2/1 9/16 = \$5.69	6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 5,000 Tls. 500 Tls. 55,500	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 5,000 Tls. 500 Tls. 55,500	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £4,144 \$165,000 \$13,917	\$27,815	1/- (Coupon No. 6) for 1905	4 1/2 %	\$27 buyers
"Star" Ferry Company, Limited	{ 10,000 10,000	\$10 \$10	\$5 \$5	{ Tls. 98,000 Tls. 9,800 Tls. 980 Tls. 108,800	\$218	{ \$1.50 for year ending 30.4.1906. \$0.75	{ 5 1/2 % 3 1/2 %	{ \$39 \$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 15,000 Tls. 1,500 Tls. 150 Tls. 16,650	\$13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$200,000 \$20,000 \$2,200,000	\$40,914	Final of \$15 making \$25 for 1905	7 %	\$145
Luron-Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 \$70,000 \$7,000 \$770,000	\$132,588	\$3 for 1907	...	\$218 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 350,000 Tls. 35,000 Tls. 3,500 Tls. 388,500	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 8 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £8,000 £800 £88,800	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none G. \$500,000 G. \$50,000 G. \$5,000 G. \$550,000	G. \$96,950	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal
Tab Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$74
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$45,000 \$4,500 \$499,500	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$2,000,000 \$200,000 \$20,000 \$2,200,000	\$20,010	Final of \$31 making \$6 for 1905	5 1/2 %	\$16
New Hong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$250,000 \$25,000 \$2,775,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$143 ex div.
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$500,000 \$50,000 \$5,000 \$550,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 5,570,000 Tls. 557,000 Tls. 55,700 Tls. 6,182,700	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 101 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,200,000 Tls. 320,000 Tls. 32,000 Tls. 3,552,000	Tls. 5,668	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 224 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 25,000 Tls. 2,500 Tls. 277,500	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 25,000 Tls. 2,775,000	none	First year	...	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	{ \$500,000 \$50,000 \$5,000 \$550,000	\$29,516	\$3 for year ended 30.6.1906	10 %	\$30 ex div.
Central Stores, Limited	6,000	\$15	\$15	{ \$90,000 \$9,000 \$900 \$99,900	\$1,935	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ \$360,000 \$36,000 \$3,600 \$399,600	\$4,719	7 % on \$7 for 1905	...	\$151 sales
Do. (Founders)	123	\$15	\$15	{ \$1,845 \$184,500 \$18,450 \$200,000	1619	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$60,000 \$6,000 \$660,000	\$24,071	\$5 for second half-year making \$10 for 1905	8 1/2 %	\$120 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$500,000 \$50,000 \$5,550,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 Tls. 22,500 Tls. 2,250 Tls. 249,750	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 \$20,000 \$2,000 \$220,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$100,000 \$10,000 \$1,100,000	\$15,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$30,000 \$3,000 \$330,000	1574	\$2 1/2 for 1905	6 1/2 %	\$28
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 2,600,000 Tls. 260,000 Tls. 26,000 Tls. 2,886,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 625,000 Tls. 62,500 Tls. 6,250 Tls. 693,750	\$772	Interim div. of \$2 account 1906	8 %	\$70 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 75,000 Tls. 7,500 Tls. 832,500	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$125,000 \$12,500 \$1,387,500	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 75,000 Tls. 7,500 Tls. 832,500	Tls. 18,718	3 % a/c 1898	...	Tls. 68 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 80,000 Tls. 8,000 Tls. 880,000	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 100,000 Tls. 10,000 Tls. 1,110,000	Tls. 35,986	Tls. 25 for 1905	8 %	Tls. 315 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$400,000 \$40,000 \$4,000 \$440,000	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bel's Asbestos Eastern Agency, Limited	8,004	\$12 1/2	\$12 1/2	{ \$100,000 \$10,000 \$1,000 \$111,000	\$856	13 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 \$1,200 \$120 \$13,320	\$1,097	\$3 for 1905	9 1/2 %	\$32
China Boreo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$72,000 \$7,200 \$799,200	Nil.	\$1 for 1904	...	Tls. 65 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 200,000 Tls. 20,000 Tls. 2,000 Tls. 220,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 104 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$50,000 \$5,000 \$550,000	\$1,219	60 cents for year ended 28.2.06	8 1/2 %	\$91 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$100,000 \$10,000 \$1,100,000	\$1,581	80 cents for 1905	7 %	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$18,750 \$1,875 \$200,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$22 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$2,000,000 \$200,000 \$20,000 \$2,200,000	\$52,291	Int. div. of 75 cents for 1st year ended 30.6.06	9 %	\$22 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$42,000 \$4,200 \$				